

AMONG THE AUTOMOBILISTS.

CENSUS RECORDS SHOW FIELD FOR MOTOR VEHICLES.

Millions Spent Yearly in Carriages and Wagons Which Manufacturers May Hope to Corral—Automobile Club of America Will Be Temporarily Homeless.

Alfred Reeves, general manager of the American Motor Car Manufacturers' Association, announced yesterday that the membership committee of the organization had elected two more members during the last week. They were the Abernethy & Root Manufacturing Company, Newburgh, N. Y., makers of the Freonette car, and the York Motor Car Company, York, Pa., makers of the Pullman car, and their addition brings the membership of the organization up to forty-two makers of motor cars, with a number of applications for membership pending. To show the field there is for automobiles in this country the American Motor Car Manufacturers' Association has issued some of the records of the census of manufactures for 1906. These figures show that during that year the 6,000 carriage and wagon builders in this country turned out 1,700,000 horse drawn vehicles, valued at \$27,000,000. Family and pleasure carriages numbered 90,000, valued at \$27,000,000, while business and farm wagons were made to the number of 644,000, worth \$27,000,000. There were 127,000 sleighs made.

S. M. Butler, secretary of the Automobile Club of America, has sent the following notice to all members of the club: "Members will please take notice that the executive offices of the club will be removed on Monday, December 31, to the new clubhouse, on Fifty-fourth street west of Broadway, where the business of the club will be transacted. The new telephone number is 7000 Columbus. The new building will not be open for the use of members until its completion, due to the cost of which will be given. The temporary quarters at 224 Fifth avenue will be discontinued after December 31, 1906."

"The attention of members is called to the appointment of Jefferson Seligman, chairman of the signpost committee, for the ensuing year. Touring members who may note the desirability or necessity of placing directing signs on the roads in various localities are requested to communicate such information to Mr. Seligman for action by his committee."

Charles J. Glidden of Boston, who, with Mrs. Glidden, is on the way to the city of Mexico by automobile, crossed the frontier into Mexico on Friday last and will proceed to his destination by way of the national Mexican lines. Mr. Glidden and his party were at Waco, Tex., on December 19, and on December 26 he telegraphed that he was at Laredo, having spent a green Christmas near the border. Mr. Glidden's total world mileage at Laredo was 36,000 and he travelled in all from Chicago, on the Rock Island Railway tracks, 4,019 miles.

Automobilists who have done any amount of touring, either in this country or abroad, have frequently wondered why some method of designating towns and cities has never been adopted. Some of the authorities, some few months ago the suggestion was advanced in this country that perhaps the Post Office Department might be induced to put the names of the towns on its post office buildings in various places where a car is known to have been used. The suggestion can do nothing has ever been done in this direction. With characteristic British thoroughness the English Automobile Association has taken this matter up in the light of the fact that it is the intention of the officers of that organization to fix a nameplate on the first and last buildings in all touring villages throughout the kingdom, in order that motorists as well as other travelers may be able to find a town or village as soon as they come to it. It would seem that this was an idea which might be seriously considered by the various State Associations of the American Automobile Association.

"A word ought to be said for the important part the automobile has played in the development of new Nevada," says a Western exchange. "Those who have not crossed these extensive deserts cannot fully appreciate what a revolution the machine has wrought. The long distances between water supply and the uncertainty of finding it, retarded prospecting to a great extent. Take for instance the effort to get from Goldfield to Fairview and Wadsworth. Formerly it was necessary to take the train and go to Hazen and thence by stage, consuming two full days. Now one can go by machine comfortably in one day—provided it doesn't break down, which it seldom does. In like manner formerly it took two days to get to Greenwater, while now the distance is made in less than a day. The automobile has been a blessing to Nevada."

American makers of motor cars have at last been convinced that there is a field for trade beyond their own borders. They have come to realize that if foreign makers sell cars in this country the tables can be turned, says the Motor Age. And they are going to turn them, they are going to turn a foreign invasion such as the world has never seen. One of the things that has made successful American manufacturers is the fact that they are at all times on the lookout for markets. Whether they see an immediate need for such markets or not, and motor car manufacturers are no exception to the rule. Europe is to see an army of Americans contesting in American made motor cars on its own soil, as to see what it can do in the way of manufacturing cars, it is to see the outcome of American ingenuity. American carmakers and American salesmen are in a stupor of amazement at the fact that it is not too much for an American to make the most convincing argument in favor of American made goods that has ever been made and though extremely expensive it will prove the cheapest bit of proselytizing that has ever been attempted. The law of study on the part of every maker in this country. Whether he expects to find a market abroad or not, it will be for his benefit and the benefit of the American motor car industry for him to lead not only his financial but his moral support as well.

Probably no man has had more motor experience than Charles Jarrott, well known abroad in the racing field and in the trade, and what he might say regarding motor car driving ought to have considerable weight not only with beginners but with those whose experience has been gained in many years in handling road vehicles, says the Motor Age. Mr. Jarrott has been at some time in his life saturated with automobiles, but the constant exercise of will has been in his mind, and he has been out of his system, if such happened to be the case. Mr. Jarrott has just written a book of experiences that is interesting and instructive. It is particularly so to the motorist who is not sufficiently aged to appreciate the art and value of the motor car. The book is a masterpiece of the pastime. It takes a number of years for the speed mania to wear off. There is much to be remembered in one of Mr. Jarrott's paragraphs—by all classes and all ages of drivers. "When you are in a rush at top speed up to another vehicle and then smashing on the brakes to avoid a collision, there is no art in cutting in between an autobus and a street refuge with the thickness of a coat of paint to spare on each side. There is no art in swerving through traffic anywhere and everywhere at full speed or travelling round a corner at the utmost limit of speed at which it is possible to negotiate the corner at all. It is all easily accomplished that it must always be remembered that it is the other who goes to the wall most often, which usually gets broken, and it is the driver, or the other who is in the way, who is the most frequently comes to grief. Good steering it may be, but the proper handling of a motor car is not in the wheel, but in the mere direction of its course. "It will take more than speed laws and speed traps to convert motorists into sane men. Jarrott says it is true—pleasure in speed can be obtained without resorting to reckless driving. "It is possible to have a few horrible examples thrown in, as the number of sane motorists increases. Possibly just possibly the daredevil will be that he is a sane man. He will be sane enough to calm down and become one of the clan in all the word motorist implies. But he will withdraw a lot of educating, for his side is thick and tough."

AUTOMOBILE NOTES.

Great attention is paid this year by the purchasers of 1907 cars to the braking capacity of the various types on the market, and in many cases poor brakes have been the cause of the loss of sales. An incident at Cleveland recently clearly illustrates the absolute necessity of powerful brakes. A car was driven on a road which was the subject of the most serious accident would have occurred. Robert Jardine, the veteran maker of the famous Royal Tourist, was returning with a party of friends from a testing trip. He came down Lake avenue toward the Royal Motor Car Company's plant at the rate of fifty

AUTOMOBILES.

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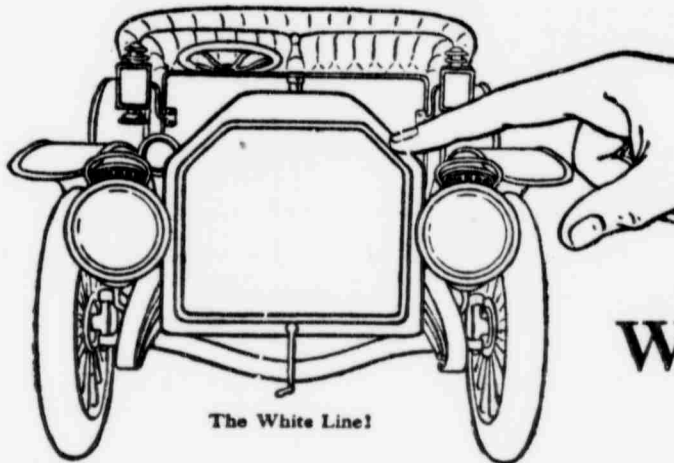
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The

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When you see the White Line, remember that a foreign car equal to the one you are looking at costs not less than \$10,500, and that an American car equal to it cannot be had at any price.

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miles an hour and was within fifty feet of the railroad crossing when he saw a freight train approaching at full speed. There are no gates at this point, and as a rule he-ception the tracks at full speed. Fast as he was moving he saw that he could not make the crossing before the freight and instantly applied the powerful foot brake with which the 1907 Royal is equipped. The car stopped within ten feet of the tracks, locking the rear wheels, and by a slight turn of the steering wheel turned around and faced the opposite way. This foot brake, which is located on the propeller shaft at the rear of the transmission, is thirteen inches in diameter, with a face of two and a half inches. The emergency brake lever on the 1907 Royal, which acts on the rear wheel, is made to pull instead of push, a feature which will appeal to the experienced motorist. The emergency brakes are sixteen inches in diameter and have a face of two and a quarter inches. They are so constructed that they immediately lock the rear wheels upon application of the hand lever, a wrinkle in connection with the emergency brakes and one that will be appreciated by automobilists who have had difficulty under the ordinary arrangement of the hand lever. This is a wrinkle adjustment by which the lower ends of the brakes spread, thus assuring an even wear all around. The great betterment in brakes is only one of the good features of the 1907 Royal. Since it arrived at the salesroom of C. A. Duerr & Co., who handle it here in the East, it has been the centre of attraction and many orders have been booked. Among those who have placed their orders are J. G. Dale, F. G. Schmidt, William Floyd, Louis Long, A. T. Morse and Charles H. Hyde.

In the summer, when the roads are at their best and a long drive has no tendency to chill one's blood, testing out cars is more or less of an agreeable occupation, but when there is two feet of snow on the ground and the thermometer is negotiating the zero mark it is quite another story, especially if a machine is subjected to such a long try out test as is given Columbus. The Columbia test crews are arranged in accordance with the weather and are immune to heat and cold. Most of them would just as soon drive fifty miles with the temperature at 10 below zero as at 90 in the shade.

The White Company has rented the four story and basement building on the southwest corner of Broadway and Sixty-second street, for use as a salesroom and executive offices of the New York branch, this location being within fifty feet of their present salesroom at 42 West Sixty-second street. Possession of the new quarters will be taken on January 1, when the building will be entirely renovated, redecorated, and furnished in a style

befitting the standing of the concern. The building has fifty-two feet frontage on Broadway and runs back sixty-four feet on Sixty-second street, giving a total floor space for the entire structure of 18,500 square feet. The first floor is to be used as a salesroom, the second floor for executive offices and for the sale of second hand cars, while the two upper floors and the basement will be used for the storage of whatever overflow there may be from the garages. The White garage on West End avenue, the latter being the largest in the world devoted to a single make of car.

Hugh N. Harding, the young English driver who piloted the Haynes to third place in the recent elimination trials and who figured very prominently in automobile contests in this country, is including the last year has entered the employ of the Olds Motor Works. Harding will drive the two Oldsmobile racing cars, one of which is a six cylinder 110 horse-power machine, which will make their first appearance at Florida next month.

Landau, limousine, hansom and brougham bodies afford opportunity for the most artistic treatment in design, finish and equipment. Bodies of these types and especially those of electric carriages, because of the service for which they are intended, can be more elaborate than would be proper in a touring car or runabout. Some notable examples of superior coach work will be seen in the Columbia limousines and electric to be shown in Madison Square Garden.

Following his usual custom Harry S. Hought of true, the more apt if the quality of metal in them is unevenly distributed in section to obviate this and have well balanced cylinders many of the foreign cars, including such as the De Dietrich, Fiat and Isotta Fraschini, cast their valves on the opposite sides of the cylinder. More of the American makers are now doing this than ever before, so a pretty good idea of the growth of his business can be gained by a comparison with the number distributed this season.

At the Madison Square Garden automobile show the Automobile Company of Ardmore, Pa., will have eleven cars. Six machines will be used for outside demonstrations and the five others will be on exhibition inside. Of the five inside two will be finished chassis of the types XV and XV. The patented autocar flywheel floating disc clutch will be very prominently displayed.

tool kits and other motor essentials. Numerous colored electric lights in all colors added to the display.

Archer & Co., the American agents for the Hotchkiss car, promise an extensive display at the coming Madison Square Garden show. The exhibit will include two closed cars with brougham bodies, the cars being of the four cylinder type. A 20-horsepower chassis of the sort used in regular construction will be shown. The six cylinder 50-horsepower car recently purchased by Edward Russell Thomas, the New York banker, has been loaned for exhibition purposes before delivery. It is a particularly luxurious car and will undoubtedly attract much attention on account of its special body and furnishings, in addition to the fact that it is a Hotchkiss. In the exhibit as well as the famous Hotchkiss polished chassis which was the hit of the last Garden show.

SPORT IN THE COLLEGES.
Movement to Give All Students Equal Opportunity for Outdoor Exercise.

The current issue of the University of Pennsylvania Weekly Review contains a letter from Clifford Pemberton, Jr., the university's spokesman in athletic matters, on the subject of free for all athletics in colleges. The letter is a study of the situation at the University of Pennsylvania. In the light of a recent article in the Philadelphia Press on "Colleges Athletics and Gate Money." This article was a protest against the general practice in the colleges of restricting the use of athletic fields to members of varsity or class team squads, while the services of coaches and trainers as well as the use of the athletic equipment and grounds are withheld from the general student body.

In taking up this matter of more general participation in athletics and the opening of opportunities for physical development, through outdoor sport, to the students who are neither members of teams nor candidates for places on them, the Pennsylvania people are following in the footsteps of their friend the enemy, Harvard. The Harvard Bulletin recently printed a long article urging that something be done by way of throwing the athletic opportunities within the control of the university open to the entire undergraduate community.

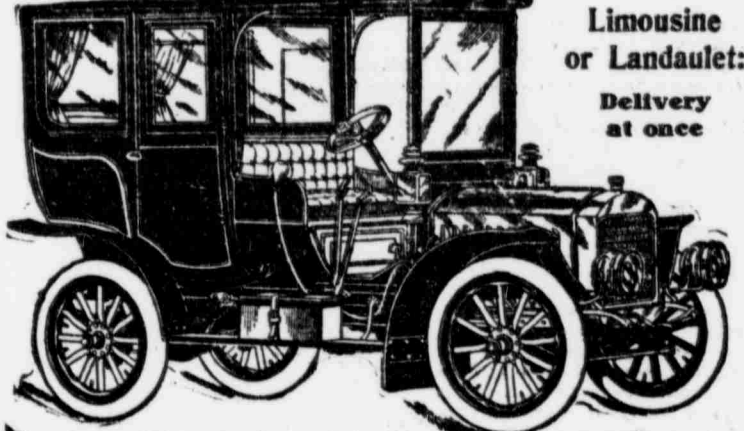
big university to take this step and is responsible for an innovation worthy of emulation on the part of all colleges. The best evidence of the practical working out of this new idea, Mr. Pemberton says, "may be seen any spring morning at Franklin Field, when the track, the baseball diamond and the rest of the field are covered with students engaged in athletic practice." This is indeed, as Mr. Pemberton makes what appears to be an excellent suggestion. The university, he says, should provide an additional field. This could be done easily. Directly opposite the present varsity field, on the south side of Spruce street, is a large plot, open and level, "used as an entrance to the buildings remaining from the exposition. The university owns this plot, and the correspondent of Old Penn argues that it be set aside for use as a student playground. In this way Franklin Field might be reserved for the use of varsity squads, while the new field would afford easy and satisfactory access to the gymnasium, with its lockers, baths, and so on.

The suggestion is not a new one at Pennsylvania. It has been made before in the past, but it is the first time that this year's registration at the university is the largest in its history. The 1906-07 catalogue is the first to list more than 4,000 students.

In connection with Mr. Pemberton's proposition to the alumni states that the work is a movement on foot to open the university's athletic opportunities to all students. At Cornell, under the auspices of the alumni, they are raising funds not only for a new varsity field better and more accessible than the present Perry field, but also for a big college playground. A report recently sent out to the alumni states that the work is progressing rapidly and that the plans of the alumni will require for the entire system of athletic equipment a total expenditure of something like \$300,000. That shows what the Cornell people think of the athletics for all idea.

Princeton has long had, in addition to the regular varsity grounds at Osborne Field, a college playground. This is Breakaway Field, with room for half a dozen games of baseball simultaneously. The field is at the very door of the big new Tiger gym, with its baths and lockers and the splendid Breakaway tank.

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